

CENTRAL INTELLIGENCE AGENCY

- 2 -

5. Description of aircraft types:

a. Twin-jet planes: Low-wing monoplanes, plexi-glazed cockpit, nose wheel, a vertically retractable wheel under each wing, short undercarriage, single rudder assembly. A turbine aperture, about 22 inches in diameter, was in the nose. An about 50-inch "tube" extended beyond this aperture. At the bottom of fuselage, aft of wing roots, were two recesses serving as air and gas exits. The bottom side of the fuselage was black with soot. A machine gun was set in each wing. These planes were not considerably faster than speedy power planes. The front turbine apertures had colored rings (white, red, or yellow). White figures were painted on the wings and the fuselage.

b. Single-jet aircraft: Similar to the twin-jet planes, such as: cockpit, "tube", projecting beyond turbine aperture in front, colored rings at nose, inscriptions on fuselage and wings. Different features: No nose wheel, only one discharge orifice under fuselage.

c. Twin-engine aircraft: Low-wing monoplane, in-line engine, single rudder assembly, long and projecting nose, long undercarriage almost as with the Messeler Storch. High climbing quality, speed almost as high as that of jet fighter. Propeller hub painted white, red, or yellow.

6. In the Spring of 1948, the planes took off individually at short intervals. Take-offs and landings have been done in formations of three planes each since August 1948, but flying has been done individually and only occasionally in formations of three aircraft. There was no night flying.

25X1X

1947 to October 1948

The information contained in paras 3 through 6 was fully confirmed and this additional information was given:

7. Location of airfield: see Annex 2.

8. An aircraft repair shop (see Annex 2) of simple sheds, each storing two or three planes, was located on the road to MINSA, opposite the ruins of a former barracks building. When passing, [redacted] that up to 50 aircraft in need of repair were parked there.

25X1A

9. The occupation of the airfield varied between 500 - 600 aircraft (F-4). A general inspected the field in the late summer of 1948. According to rumors, the jet fighters were to be transferred. An average of 30 jet fighters were stationed at the field in August and September 1948. These aircraft and their equipment were shipped by rail in September 1948. According to Soviets who remained at the field, the pilot battalion was being transferred to the Island of SAMALIA. About 80 single-engine fighters with in-line engine and two to three twin-engine Douglas were still stationed at the field in October 1948. Two or three jet fighters occasionally landed there.

10. The jet fighters had one turbine and one or two discharge orifices. Apparently a cannon barrel extended beyond the turbine in front. A heavy machine gun or a small cannon was set in each wing close to the fuselage.

SECRET-CONTROL/US OFFICIALS ONLY

SECRET-CONFIDENTIAL/US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

25X1A

- 3 -

25X1A

Comment:

- a. This report and a previous one + confirm location and condition of the known KOBRA airfield.
- b. The occupation of the field since October 1947 by jet fighters was previously reported and is considered to be confirmed.
- c. From the accurate description of the observed aircraft types (particularly by 3rd source), it is concluded with certainty that the twin-jet aircraft is identical to the MIG 9, and that the single-jet plane without nose wheel is identical to the Yak-15.
- d. It is difficult to determine the twin-engine aircraft type observed since the spring of 1948. Their observed flying activity indicates that the air unit was newly equipped with these planes and conducted basic flight training at the field. This type undoubtedly is not a conventional bomber, since no guns were mentioned. Also, the high speed is not true when compared with jet fighter type. It is more likely that a twin-engine destroyer or an air reconnaissance plane is concerned.
- e. The transfer of the jet fighter unit in the late summer of 1948 was [REDACTED] one stated the Island of CARNAHAN and the other one the Far East as the present location. Such rumors, however, are not considered quite credible, as a deserter stated in 1947 that a ground attack regiment from COMBUD was transferred to the Island of CARNAHAN.
- f. After the transfer of the two jet fighter regiments (equipped with Yak-15s and Mig-9s), apparently performed at intervals, the airfield apparently remained occupied by two fighter regiments equipped with a conventional Yak aircraft type, according to 3rd source of this report.

25X1A

- 2 Annexes: (1) Airfield of KOBRA, May 1947
(2) Airfield of KOBRA, October 1948

25X1A

SECRET-CONFIDENTIAL/US OFFICIALS ONLY